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COUNTRY Germany (Soviet Zone)

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TOPIC Neuruppin Airfield

EVALUATION see below

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DATE OF CONTENT 25 October to 2 December 1951

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DATE PREPARED 17 January 1952

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE) 1 - list

REMARKS

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25X1 1. After the transfer of the unit from Neuruppin airfield no activity was observed there up to 26 October 1951. The six searchlights along Wittstock Allee and the searchlights mounted on masts toward Alt Ruppin Allee were being removed. At 2 p.m. on 26 October, four MiG-15s flew over the town. The planes were observed parked at the field at 5 p.m. On 28 October, the field was occupied by 4 MiG-15s, 2 PO-2s and 1 low-wing monoplane. At noon on 3 November, individual MiG-15s, [redacted] took off for short flights. They flew beneath the cloud base. At 3 p.m. on 10 November, 4 MiG-15s, 3 low-wing monoplanes with radial engines, and 2 PO-2s were parked at the field. Source observed on 17 November that 6 or 7 other MiG-15s had apparently arrived at the field. Between 9:30 a.m. and noon on 18 November, there was flying. [redacted]

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2. Between 18 and 20 November, there was intensive local flying by MiG-15s which took off individually. From 2 to 4 p.m. on 8 December, there was flying by MiG-15s [redacted] when flying discontinued, 11 MiG-15s, 1 single-engine plane and 1 PO-2 were parked at the field.

3. Between 21 and 28 November, 11 jet planes were parked in front of the middle hangar at the field. There were probably four type-29 planes among the MiG-15s. [redacted]

[redacted] and 6 PO-2s were parked in front of the hangar. Five or 6 other Yak-11s and 2 or 3 biplanes were probably parked in the hangar.

4. Between 22 and 27 November, there was intensive day flying but no night flying. (2) On 22 November, the following flying was practiced between 2 a.m. and 1:50 p.m. and between 2 and 3:45 p.m.: At 8 a.m., the aircraft engines were started. Next to each jet plane, which had a one-man crew, there was a starter carriage and next to it a man who gave the starting signal with his hand. Thereupon, the noise of the turbines was heard for 50 to 60 seconds. Then fire emerged from the jet exit, while the roaring noise of the engine was to be heard. The starter carriage was connected to the plane for 2 or 3 minutes, while the engine ran for about 8 minutes. When the engine was stopped, the man got out of the plane. There was an interval of 4 to 15 minutes between the moment the engine was stopped and being started again without help of [redacted]

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the starting carriage. Then the plane taxied to the take-off point in about 50 seconds, took off and circled over the field for 4 to 6 minutes. The aircraft had no auxiliary fuel tanks. Their crews were changed after 3 or 4 take-offs. Source had the impression that each pilot had to perform a certain number of take-offs and landings. The planes were refueled after 4 to 6 flights. The fuelling lasted between 24 and 35 minutes. The tank truck approached the plane from the rear. Then the hose was inserted in the rear edge of the left wing close to the fuselage. It took 12 to 18 minutes before the tank truck moved away. Lighting facilities were not yet set up. On 27 November, no change was observed on the radio installations in Nietwerder.

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5. Between 2 and 9 December, 12 MiG-15s, 4 type-29 planes, 3 Yak-11s and 2 PO-2s were observed at the field. [redacted]

Five or 6 other Yak-11s and 6 or 7 PO-2s were probably parked in the hangar.

6. There was no flying on 2, 3, 6 and 9 December, whereas the following flying activity was observed on 4, 5, 7 and 8 December:

4 December: Between 10:30 and 11:30 a.m. and from noon to 3:40 p.m., there was a 10/10 overcast, the ceiling was about 200 to 300 meters. Visibility was limited to 3 or 4 km. [redacted]

the planes circled over the field for 7 or 8 minutes.

5 December: Flying was practiced between 9 a.m. and 1:10 p.m. The sky was 9/10 overcast; the ceiling was about 1,200 to 1,500 meters. Visibility was limited to about 10 km. Aircraft [redacted] took off once every hour between 9:08 a.m. and 1:05 p.m. Practice flights were probably made.



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7. The two-seater MiG-15 did not have an antenna rod or an antenna. Its cockpit was open at the side. The second pilot, probably the student, sat so high in the plane that a portion of his shoulder could be seen. No curtain for blind flying practice was observed.

- [redacted] 8. [redacted] Lieutenant Colonel Mitrayenko (fnu) was the commander of the field.

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9. At 3:20 p.m. on 24 November, four MiG-15s [redacted] on their noses landed at the field. The planes did not carry auxiliary fuel tanks. [redacted]

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10. Between 9 and 11 a.m. on 22 November, 9 swept-back jet fighters, 3 biplanes, and 2 low-wing monoplanes with radial engines were parked at the field. Source observed that three of the swept-back jet fighters were two-seaters and four were single-seaters.

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(1) A swept-back jet fighter took off at 9:10 a.m., and landed at 9:20 a.m. Two men were seen in the cockpit. At 9:15 a.m., swept-back jet fighter landed at the field. Two men were observed in the cockpit. The man sitting in front opened the front half of the cockpit roof to the left and got out to the right. The second man who slid the rear half of the cockpit roof backward also left the plane. Both men used a ladder which was placed on the right side of the plane by a man in overalls. The hose was inserted in the front left side of the fuselage, forward of the leading edge of the wing. Refueling took about 20 minutes. Subsequently, the plane taxied toward the hangars and did not take off again. Two swept-back jet fighters took off at intervals of about 60 meters at 9:40 a.m. and landed at 10:07 a.m. The planes had two-man crews. Swept-back jet fighters took off at 9:50 a.m. and landed at 10:10 a.m. At 10:02 a.m., swept-back jet fighter took off after being refueled. Shortly before the take-off, a second man entered the plane. The landing was observed at 10:20 a.m. There was no other flying up to 11 a.m.

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11. Between 8 and 9 a.m. on 1 December, 10 swept-back jet fighters which were covered with tarpaulins, 4 low-wing monoplanes with radial engines, and 3 biplanes were parked at the field. There was no flying.

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12. Between 2:30 and 3:15 p.m. on 30 November, the field was occupied by 1 biplane, 3 single-engine low-wing monoplanes with radial engines, and 10 MiG-15s.

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two men sat in the cockpit facing the front. The cockpit appeared to be larger than that of the other planes. Only local flights were made by the planes which did not retract their landing gears.

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13. Between 1:30 and 2 p.m. on 8 December, 13 MiG-15s, 3 single-engine low-wing monoplanes, and 2 biplanes were parked at the field. There was intensive flying. (4)

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- (1) Comments.

- (2) For details on flying activity, see attached list. With regard to the take-off and landing times on 22 November, there are discrepancies with the information furnished by source of paragraph 10. Therefore, it is doubted whether the times indicated in the list are correct.
- (3) The flights observed were probably the final flights with trainers and subsequently, the first solo flights in single-seater MiG-15s.
- (4) The report furnishes a good indication of the occupation and flying activity at Neuruppin airfield after it was vacated by the old fighter regiment in October 1951. The statements lead to the following conclusions:

- a. The first new four MiG-15s arrived at the field on 26 October 1951. The number of planes was increased to 11 or 13 by early December.

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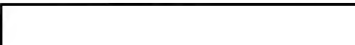
- b. Judged by the flying activity, flying personnel who seemed to have much experience with conventional aircraft were probably being retrained on MiG-15s.
- c. It is believed that a new fighter regiment was in its stage of activation. The same observation was made at the airfields of Finow, Koothen, Brandis and Alt Loennewitz. Another source observed two fighter regiments in Finow after mid-November 1951 but did not observe the same type flying at Neuruppin airfield.

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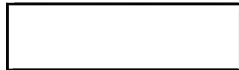


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The following air activity was observed at Neuruppin airfield:

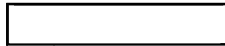
22 November 1951. Weather conditions: 4/10 degree of cloudiness at an altitude of 2,500 meters, visibility limited to 8 km. A southwesterly wind of 30 km/h existed.

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<u>Take off</u>	<u>Landing</u>	<u>Flying Time</u>
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8:33 a.m.	8:40 a.m.	7 minutes
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8:59 a.m.	9:06 a.m.	7 "
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9:18 a.m.	9:24 a.m.	6 "
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9:40 a.m.	9:45 a.m.	5 "
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9:58 a.m.	10:05 a.m.	7 "
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Total flying time:		32 minutes
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11:17 a.m.	11:23 a.m.	6 "
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11:35 a.m.	11:40 a.m.	5 "
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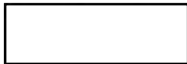
11:53 a.m.	11:59 a.m.	6 "
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12:17 p.m.	12:22 p.m.	5 "
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12:34 p.m.	12:39 p.m.	5 "
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Total flying time:		27 minutes
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8:33 a.m.	8:40 a.m.	7 "
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9:00 a.m.	9:05 a.m.	5 "
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9:20 a.m.	9:25 a.m.	5 "
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9:41 a.m.	9:45 a.m.	4 "
-----------	-----------	-----

9:58 a.m.	10:06 a.m.	8 "
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10:15 a.m.	10:20 a.m.	5 "
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Total flying time:		34 minutes
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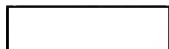
11:32 a.m.	11:36 a.m.	4 "
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12:27 p.m.	12:33 p.m.	6 "
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12:41 p.m.	12:45 p.m.	4 "
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Total flying time:		24 minutes
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8:13 a.m.	8:20 a.m.	7 "
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8:34 a.m.	8:40 a.m.	6 "
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8:58 a.m.	9:04 a.m.	6 "
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9:19 a.m.	9:25 a.m.	6 "
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9:39 a.m.	9:44 a.m.	5 minutes
9:57 a.m.	10:02 a.m.	5 "
Total flying time:		35 minutes
11:03 a.m.	11:10 a.m.	7 "
11:22 a.m.	11:27 a.m.	5 "
11:39 a.m.	11:44 a.m.	5 "
11:58 a.m.	12:06 p.m.	8 "
Total flying time:		25 minutes
8:14 a.m.	8:20 a.m.	6 "
8:32 a.m.	8:37 a.m.	5 "
8:56 a.m.	9:01 a.m.	5 "
9:19 a.m.	9:25 a.m.	6 "
9:39 a.m.	9:45 a.m.	6 "
Total flying time:		28 minutes
10:52 a.m.	10:57 a.m.	5 "
11:01 a.m.	11:07 a.m.	6 "
11:18 a.m.	11:25 a.m.	7 "
11:38 a.m.	11:43 a.m.	5 "
11:52 a.m.	noon	8 "
Total flying time:		31 minutes

The aircraft were refueled after the above totaled flying times.

23 November. Weather conditions: 9/10 degree of cloudiness at an altitude of 2,000 meters, visibility limited to 6 km and a 30 km/h southwesterly wind.

<u>Take-off</u>	<u>Landing</u>
10:46 a.m.	10:52 a.m.
10:46 a.m.	10:51 a.m.
10:47 a.m.	10:53 a.m.
10:47 a.m.	10:54 a.m.
10:48 a.m.	10:54 a.m.
10:49 a.m.	10:55 a.m.

24 November. Weather conditions: 10/10 degree of cloudiness, at an altitude of 2,500 meters, visibility limited from 4 to 6 km and a 20 to 30 km southerly wind.

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25X1		<u>Take-off</u>	<u>Landing</u>
25X1		9:45 a.m.	9:55 a.m.
		10:46 a.m.	10:56 a.m.
		10:56 a.m.	11:08 a.m.
		11:01 a.m.	11:20 a.m.
		11:03 a.m.	11:22 a.m.

26 November. Weather conditions: Receding low, 4/10 degree of cloudiness with cumulus clouds at 3,000 meters, unlimited visibility and a 40 km/h northwesterly wind.

25X1		<u>Take-off</u>	<u>Landing</u>
25X1		2:25 p.m.	2:30 p.m.
		2:38 p.m.	2:45 p.m.
		2:46 p.m.	2:50 p.m.
		2:50 p.m.	2:55 p.m.
		2:54 p.m.	3:00 p.m.
		3:02 p.m.	3:17 p.m.

27 November. Weather conditions: 10/10 degree of cloudiness at an altitude of 800 to 1,000 meters, visibility limited from 5 to 6 km, a 30 to 40 km/h northwesterly wind and a drizzle.

25X1		<u>Take-off</u>	<u>Landing</u>
25X1		10:04 a.m.	10:10 a.m.
		10:07 a.m.	10:12 a.m.
		10:11 a.m.	10:16 a.m.
		10:12 a.m.	10:17 a.m.

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